



FORWARD IN AVIATION



Volume 2 Issue 2

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Field Morey

Announcing Our 2004 Inductees —Gaier, Morey among those to be honored

The Board of Directors of the Wisconsin Aviation Hall of Fame are pleased to announce the 2004 slate of inductees. Among this year's inductees are two men with similar, yet equally deserving backgrounds, Field Morey and Harold "Duffy" Gaier.

Morey and Gaier will be enshrined at a ceremony to be held in the Eagle Hangar at the EAA AirVenture Museum in Oshkosh on Saturday, November 6. Plaques will be presented to the inductees and then permanently displayed in the Fergus Plaza at the museum.

The induction of Field Morey represents the second time in the history of the organization that both a father and son have been inducted into the hall of fame. Field's father Howard Morey was inducted in 1987. Paul and Tom Poberezny were inducted into the hall of fame in 1986 and 1996, respectively.

Both Morey and Gaier are well-known throughout the state; both are designated pilot examiners and both are aviation entrepreneurs who have made many contributions



Harold "Duffy" Gaier

to aviation through their innovative business and teaching methods.

Herb Hardrath, who was employed by NASA for 33 years in aerospace materials research, will also be inducted. Herb was involved with the Apollo moon program.

Paul Culver and Walter Lees will be inducted in the Pioneer category. The Pioneer category was established to honor those who have made significant contributions to aviation before 1927.

You'll learn more about our 2004 inductees in a future issue of *Forward in Aviation*.

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WAHF Mission Statement:

To collect and preserve the history of aviation in Wisconsin, recognize those who made that history, inform others of it, and promote aviation education for future generations.

For *Forward in Aviation* ideas or comments please contact:

Rose Dorsey, Editor
8550 Greenway Blvd #405
Middleton WI 53562-4724
Phone: 608-836-9840
E-mail: roses7@charter.net
Newsletter content written by editor unless otherwise indicated.

Will we see you at the '04 banquet? —WAHF Board of Directors hopes you will attend!

Mark this date on your calendars: Saturday, November 6, 2004. That's when the board members of the Wisconsin Aviation Hall of Fame expect to see you in Oshkosh for the organization's 19th annual investiture ceremony and banquet.

The 2004 Scholarship recipient will also be announced at the event. The WAHF annually awards a \$1000 scholarship to a student enrolled in an aviation program at one of Wisconsin's technical colleges. A silent

auction will be held during the evening's social hour to raise funds for the scholarship program.

All current WAHF members will receive an invitation to this prestigious event. If you are not a member but would like to attend please contact Keith Glasshof at 715-832-6379.

Watch for your September issue of *Forward in Aviation* for more information.

President's Message

—By Rose Dorcey

Aviation. Sometimes it seems we just can't get enough of it. For many of us, the same thing is true of aviation history. We read about it, we watch it on The History Channel, we research it on the Internet, we attend presentations and even enlighten ourselves in our conversations with others. Here in Wisconsin, we're fortunate to have a world class aviation museum in Oshkosh; a place to learn about aviation and the positive ways it has changed our lives. In March and April, my husband, John and I attended two presentations at the museum: one by Tom Poberezny regarding his reminiscences of EAA's Countdown to Kitty Hawk program, and the Steve Wittman 100th birthday celebration. Both were excellent presentations and I encourage all of you to attend one of EAA's programs soon.

WAHF Member Garry Bunz sent us an e-mail alerting us of an aviation event of a different kind... an aviation-related auction in Beloit, Wisconsin. John and I went for the day and were overwhelmed by the amount of merchandise available. Airplane models, parts, posters, books and magazines. Did I say books and magazines? Hundreds of books; magazines by the thousands. As avid readers, we made several "finds" - among them a 1925 edition of *The First World Flight*, by Lowell Thomas. WAHF Inductee General Billy Mitchell spearheaded the first successful world flight, which was accomplished in 1924. For an equally excellent but more current book on the world flight, see Recommended Reading, below.

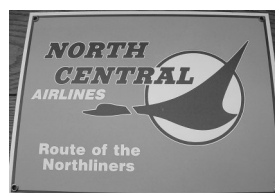
In Beloit, we met a man who owns a Madison bookstore. We told him about the Wisconsin Aviation Hall of Fame, and as we named some of our inductees, a light went on. He said that at his store was a rare, 1934 book written by Jack Vilas. Vilas was the first person to fly across Lake Michigan and the first person in the world to use an airplane for forest fire patrol flights. A state historical marker in northern Wisconsin makes note of this achievement. The book, over 70 years old and in wonderful condition, has been added to our "books we've read" lists and will grace our overflowing bookshelves for at

note of this achievement. The book, over 70 years old and in wonderful condition, taught us much about this Wisconsin Aviation Hall of Fame Inductee.



Rose Dorcey

A trip to Clintonville, Wisconsin took us to the town's tiny historical museum, The History House. Clintonville is known as "The Birthplace of an Airline" and the museum houses a



collection of North Central Airlines Memorabilia and information on Frances Higgins, the airline's founder. Clintonville's new mayor, Richard Beggs, is a friendly fellow who will show you around the museum and willingly share all that he knows on the area's history. If you're hungry, ask him where to get the best pie around and he'll gladly share that secret with you, too.

Last month, we visited the Deke Slayton Memorial Space and Bike Museum to learn more about the Wisconsin astronaut and hall of fame inductee. (Read more on pg. 8) The museum is a wonderful place to visit and a great place to take your family. The facility also houses the kid-friendly bicycle museum and is located in Wisconsin's bicycling capitol of Sparta.



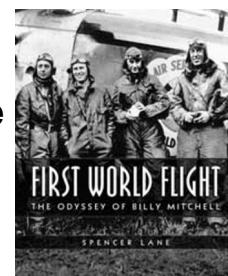
Aviation history is all around us, and there is much for all of us to share and learn. If you have items that may be of interest to the Wisconsin Aviation Hall of Fame, we would love to see them! Photos of our inductees, memorabilia, awards, certificates, books, etc... anything pertaining to Wisconsin aviation history is of interest. Please consider lending or donating these items to the Wisconsin Aviation Hall of Fame. With your help, we can enrich our knowledge of Wisconsin's aviation history and continue to share that history with others.

Recommended Reading

First World Flight, The Odyssey of Billy Mitchell, By Spencer Lane

...Three years before Lindbergh's flight to Paris, the U.S. Army joined the race to be the first to fly around the world. Many countries had tried. All had failed. Most pilots had died. Could the United States capture aviation's greatest prize? The little known story of the first world flight and the men who flew it is exciting reading. But Spencer Lane's book is more than the story of the first successful world flight, a brainchild of Billy Mitchell to help convince United States military and political leaders of the potential and supremacy of air power. The book is also a well researched story of

Mitchell's career. The book details Billy Mitchell as a teen who is eager to go to war, to descriptions of his training and military history, and the meticulous research that led to Mitchell's chilling and accurate predictions of an attack on Pearl Harbor. Look for it at Barnes & Noble or, Mr. Lane is happy to offer autographed copies when ordering the book from his website.



Visit: <http://www.firstworldflight.com>

Rescue on The Bay

—Eagle III crew saves two from frigid Wisconsin waters

It's been several months since the remarkable rescue of two snowmobilers who plunged through the ice and spent two hours in the icy-cold waters of the bay in Green Bay, but you can still feel the adrenaline that pumped through the veins of rescuers George Miller, Mike Orlando and Shawn Stamnes as they retell the story.



In front of the fully equipped medical rescue helicopter Eagle III are the heroic crew of (l-r) Mike Orlando, Shaun Stamnes & George Miller.

"It was one of the worst weather nights in Wisconsin," said Eurocopter EC 135 rescue pilot George Miller, "Winds gusting to 40 knots, the wind-chill at minus 45 degrees."

At 9:49 p.m. in late January 2004, Brown County Joint Dispatch received a 911 call.

Caller: "My snowmobile went under the water, my girlfriend is on the ice."

Dispatcher: "Where are you sir?"

Caller: "I don't know. (garbled) I'm on the bay."

Dispatcher: "Where are you on the bay?"

Caller: "My girlfriend...my snowmobile went under the water somewhere by those flashing lights. I'm OK. We've got to get out of here."

Dispatcher: "...I need to know where you are. Where are you?"

Caller: "I've got a green light to the left of me, a big green light..."

Seconds later, the call ended. Richard Olszewski, 38, in the water and shaking uncontrollably, dropped the phone. Just minutes before, the snowmobile he was driving plunged through the thin ice. Olszewski yelled out to his companion, 30 year-old Beth Casas, to go for help. She sped across the ice, only to soon find herself breaking through and in the water. Her survival instinct told her to keep moving. She swam through the wind-driven waves, breaking ice as she went until reaching a small island.

With little to go on, County Rescue Services personnel Miller and Stamnes knew they were in a race against time. Survivors in frigid waters are in danger of developing hypothermia, a serious life-threatening condition that comes on rapidly and requires immediate attention.

"We really didn't expect to find anyone alive in those conditions," said Miller, a decorated Marine pilot who flew two tours in Viet Nam. "One of our paramedics is retired from the Coast Guard. He knows every inch of Green Bay, and he helped tremendously in giving us a starting point of which to search. We concentrated on the area of the shipping channel, based on the description of the lights."

Miller and 20-year veteran paramedic Stamnes searched the area, but saw no sign of the pair before turning back to base to add an extra piece of equipment, the FLIR unit (Forward Looking Infra-Red) and another set of eyes, those of emergency medical technician Mike Orlando. Orlando, about to embark on his first live mission, had no idea they would return as heroes.

By 11:00 p.m., the crew returned to the shipping channel and widened the search area to include Grassy Island.

"We used the FLIR system in hopes of locating the couple, but it wasn't detecting any source of heat," said Stamnes. "We were down to just using the search light."

At 30 million candlepower, the 'Night Sun' unit can illuminate an area the size of a football field. As the crew made another pass around the island, they spotted the reflective piping of a snowmobile suit. Casas had just exited the water when the crew spotted her. The rock-strewn island made a landing difficult, so Miller cautiously set down a skid on a large rock. Battling blowing snow and 100 mph rotor wash, and a snowmobile suit now frozen stiff, Casas struggled to get to the helicopter.

Orlando helped her on board. "She was frozen, she had been wet, and she froze," he said.

"When we pulled off her helmet and found the survivor was a woman, we realized we had another live person out on the ice. We were under the assumption that the woman had drowned," said Stamnes.

Casas was taken to a waiting ambulance. In her hypothermic state she was unable to provide much information on Olszewski's location.

Unknown to the helicopter crew, Olszewski was in the freezing water watching the search efforts from a mile and a half away. He saw the chopper circling over the island, swoop...



Photo Courtesy: Tiffany Wiebel, County Rescue

The morning after the rescue, a visit from the survivors gave them a chance to say thanks. (L-R) Rescue Pilot George Miller, Richard Olszewski, Shaun Stamnes, and Beth Casas.

(Continued on page 4, Rescue)

Rescue on The Bay

(continued from pg. 3)

down low, and hover. Unaware Casas had been rescued, he watched with despair as the helicopter left the area. Losing hope of being found, Olszewski forced himself to hang on. Twenty minutes later the helicopter returned, again to the area of Grassy Island. Exhausted from nearly two hours in the water, Olszewski felt himself letting go. As he slipped beneath the water, the last thing he saw was the searchlight turning toward him. It was just the boost he needed to pull his head above the water and hang on for one final attempt at rescue.

As the helicopter crew searched the island, emergency personnel on the ground were interviewing those who had last seen the Illinois couple. Unfamiliar with the area, the two had stopped at a local bar and grill asking for directions to where their snowmobile trailer was parked. Based on the interviews of those who had last seen them, the helicopter crew was contacted by radio and suggestion was given to search a different area. On a final pass of the island, the crew detected a snowmobile track. Following it out to the shipping channel, they noticed a faint flashing red light where there should only be green lights. Olszewski was spotted in the water, hanging on to the ice while waving his helmet. Attached to the helmet was a red light.

Olszewski was found, but now there was a problem.

“He was near a channel buoy. The buoy is a big concrete upside-down ice-cream cone. He had nothing to hang on to there and the water is open all the way around this buoy like a doughnut, but he’s too close to it. I couldn’t get any closer to it because of my rotor blade clearance,” said Miller.

The crew tossed Olszewski an inflatable life ring, but he was unable to reach it. Next they threw him a length of rope. Grabbing the line, the helicopter pulled Olszewski through the water, slowly, just a few feet at a time. As Olszewski lost energy he dropped the line.

At that point, Miller felt they could still lose Olszewski. He said to Stamnes, “This guy is going to drown right here in front of us. We have to do whatever we have to do to get him out of here.”

Finally Olszewski was pulled a safe distance from the buoy. Hovering close to the surface, the rotor wash whipped water onto the skid and into the helicopter. Soon the skid and interior were covered with ice. Hovering over him, Olszewski was finally able to reach up and grab the skid. The ice continued to break around Olszewski as Orlando watched out the door. Orlando instructed Miller to slowly pull Orlando backward, until he got on top of an ice shelf. Once Olszewski was on solid ice, Orlando was able to pull him into the aircraft.

Stamnes and Miller issued many words of ‘verbal encouragement’ to Orlando as he hauled the soaked 200-pound survivor aboard the slippery deck of the chopper. It was now midnight.



(L-R) Emergency Medical Technician Mike Orlando, Pilot George Miller, FAA Safety Manager Jimmy Szajkovic, and Paramedic Shaun Stamnes. Szajkovic presented the crew an FAA Award for their extraordinary efforts in saving the lives of the snowmobilers. Szajkovic said of the crew, “They went over and above routine EMS operations in saving the lives of two people. The crew’s persistence is what saved them.”

Olszewski had been in the water for over two hours.

Olszewski was taken to a hospital, where he and Casas were treated for hypothermia and frostbite. Both were released in the morning. The layered snowmobile clothing Olszewski and Casas were wearing slowed their heat loss. Casas left her helmet on during the entire ordeal, which helped maintain her body temperature. A visit to the County Rescue Services facility the next morning gave them a chance to thank the rescuers for their efforts in saving their lives.

In the months since the heroic rescue, the trio has been recognized by the Federal Aviation Administration for their ‘extraordinary efforts’ and also by the Wisconsin Chapter of the National Exchange Club, an organization that added the names of Mike Orlando, George Miller and Shaun Stamnes to the Book of Golden Deeds. The three do not easily accept the label of heroes, but are gratified that the work they did on that cold January night saved the lives of two people who would not have lived without their efforts. Miller is philosophical.

“They must be alive today for some other purpose in their lives,” said Miller, “Anyone else might not have survived in those conditions. No one gave up. We learned much from this rescue effort, both personally and professionally.”

Stamnes agreed, saying, “Everything fell into place. The coordination is what made this a successful search and rescue mission, the coordination of rescue agencies on the ground, the dispatchers, and the sheriff’s department. George has many years of rescue experience to draw on. Mike, being on his first live mission, didn’t know what to expect, but that’s what contributed to his can-do attitude. We learned what we did right, and we found ways that we can improve future missions.”

SPPA Hosts WAHF History Presentation

—Inductees Jonas, Shwery highpoint of event

The Stevens Point Pilot Association hosted the popular program “Snapshots of Wisconsin Aviation History” on April 24 in the Noel Group Hangar at the Stevens Point Airport. The highlight of the event was the appearance of two Wisconsin Aviation Hall of Fame inductees, Leroy Jonas and Roy Shwery. Jonas and Shwery shared with the audience their memories of the challenges and rewards of early aviation in Central Wisconsin.



Jonas was kind enough to join us on the same day he celebrated his 83rd birthday. He is known in the aviation community as a leader in the development of the Central Wisconsin Airport in Mosinee, Wisconsin (KCWA). In the 1960s, the concept of improving commercial air service throughout Wisconsin by means of regional airports was new and controversial. Thanks to his stubborn and skillful leadership, the Central Wisconsin Airport opened for business in 1970. In the years since it has provided uninterrupted commercial service to the region.

A World War II Marine Corps veteran and a retired Wausau businessman, Jonas was inducted into the Wisconsin Aviation Hall of Fame in 2001. He is also the recipient of 1987 Wisconsin Council of Aeronautics Person of the Year award, which was developed to recognize outstanding contributions to Wisconsin aviation. Jonas is shown above at the 1986 WAHF Banquet. (WAHF file photo)

Roy Shwery has been acknowledged as one of the pioneers in the commuter airline industry.

Roy has been involved in aviation since he soloed in Janesville, Wisconsin in 1939 at 16 years old. He graduated from high school in 1942 and immediately started instructing for Howard Morey in Madison and the Civilian Pilot Training Program. During World War II Shwery flew bombers including the Boeing B-17 and B-29 until his discharge in 1946. In 1948 Roy purchased the FBO in Marshfield. In 1953 American Airlines



Roy Shwery (left) accepts a gift from WAHF Member and Freight Runners, Inc pilot Charley Stephenson. Freight Runners owns two Beech aircraft formerly owned by Roy.

hired Shwery as a pilot, but instead of going to American, Roy took a risk and started a charter business. In 1964, he founded one of the country's first commuter airlines, Mid-state Airlines.

Many of Roy's former students were in attendance, and they were grateful for the opportunity to thank Roy for his help in the early days of their careers. Many shared memories of flying with Roy. Rich Smaglick, Chief Pilot for the Noel Group, based at Stevens Point, publicly thanked Roy by saying, “I am forever indebted to the Shwery family. There was no better family to start out with in aviation.”

The Stevens Point Pilot Association, under the direction of President Eric Berens; Bob Bowen of the CAP; and the staff of the Noel Group held a first-class event. The SPPA honored a local aviation enthusiast, Allan “PeeWee” Summers for his contributions to the Stevens Point airport. Mr. Summers has constructed and displayed dozens of airplane models at the airport for many years.

Central Wisconsin aviation authors Bob Wylie and Mike O'Connor were also invited to the event to showcase their books.

The Wisconsin Aviation History display was booked at several Stevens Point locations to promote the event. John and Rose Dorsey shared several stories of Wisconsin's early aviation history with the receptive audience, while WAHF Board Member Bill Reese, Minocqua, and his wife, Audrey manned a membership table.

Thank you to the Stevens Point Pilot Association, Bob Bowens, CAP, Sentry Aviation Services and the Noel Group for your generosity and for the invitation to speak in Stevens Point.



Roy Shwery (left) tells the crowd in Stevens Point how he earned his instrument rating in a B-17, as John Dorsey (center) and Leroy Jonas (right) listen.



Authors Bob Wylie (left) and Mike O'Connor offered signed copies of their books at the Stevens Point event. Wylie is author of *Wings North*. O'Connor authored *Mig Killers of Yankee Station*.

WAHF Members in the News

—Gary Dikkers, Dick Hanusa, Paul Poberezny

WAHF Member Gary Dikkers, Madison, Wisconsin, won the Photo of the Week contest from AvWeb. His winning T-38 cockpit photo was taken 30 years ago in the skies over Pueblo, Colorado. Here is the word from Gary...

"This was over Pueblo, Colorado during a TACAN penetration and approach to Peterson Field at Colorado Springs. Pueblo is south of Colorado Springs and we were headed north looking to the west as the sun set over the Rockies. It was two-ships of T-38s with no students aboard. (We weren't supposed to use cameras when instructing students.) This is what we called an 'instrument proficiency cross-country' where four instructors would spend a weekend flying around the country logging approaches and flying time. I remember when I took this image talking the instructor into flying our airplane until I could get the sun shining through the back. (Back, back. Up a little. Back...hold it. Up. Hold it, steady) until I got the image I was looking for." The photograph was also on the cover of an Air Force flying magazine in 1980.

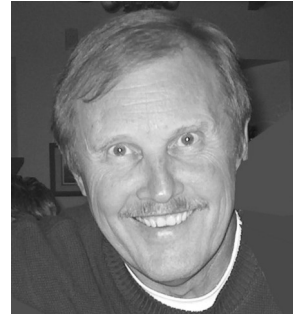


Our congratulations to Gary for winning this highly competitive photo contest. Winners are chosen from hundreds of entries each week.

To see a color photo, visit AvWeb at: <http://www.avweb.com/eletter/archives/avflash/211-full.html#186911>

Hanusa to Review CAF Flight Operations

The Commemorative Air Force (CAF) has retained aviation consultant Dick Hanusa to lead implementation of a top-to-bottom safety program. Hanusa will review and evaluate CAF regulations, safety program, staffing and its accident/incident history, then recommend changes based on industry best practices. Hanusa has been in aviation for 34 years, including an 18-year FAA career where he served as an operations inspector and operations unit supervisor. To contact Hanusa about his work with CAF, or for other aviation consulting issues, call 920-379-6187. To learn more about the CAF visit their website at: www.commemorativeairforce.org.



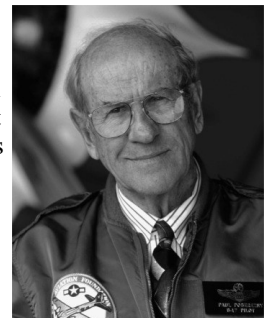
Aviation Consultant and WAHF Member Dick Hanusa

Paul Poberezny receives UW-Oshkosh Honorary Degree

Paul Poberezny, who founded and led the Experimental Aircraft Association as it grew into one of the world's most significant aviation organizations, was honored by the University of Wisconsin-Oshkosh during the school's spring commencement on May 15.

Poberezny received an honorary doctorate during the university's morning graduation program, recognizing his contributions to aviation, the State of Wisconsin and the Oshkosh area. The UW-Oshkosh honorary doctorate is the third received by Poberezny, who earlier had received honorary degrees from Milwaukee School of Engineering (1989) and St. Louis University (1991).

"We can all learn from Paul's example about the importance of volunteerism and giving back to your community," said Richard Wells, UW-Oshkosh chancellor.



Gone West

—Sam Johnson, Col. Robert Morgan

Samuel C. Johnson died of cancer Saturday, May 22 at his home in Wind Point, surrounded by his family. He was 76.

Johnson served with U.S. Air Force in intelligence from 1952-1954. He took over as president of Johnson Wax following his father's stroke in 1965. In 1997 he recreated the 1935 flight of his father to Brazil, flying with his sons in a replica of an S-38 Sikorsky amphibian plane. Johnson was inducted into the WI Aviation Hall of Fame in 1999.



Sam Johnson

Col. Robert Morgan, commander of the Memphis Belle, a B-17 bomber that flew 25 combat missions over Germany and France during WWII, died on May 15 in North Carolina from complications of a fall. He was 85. Morgan was in Madison for the Aviation History & Education Week at DCRA in 2003.

Photo courtesy of David Weiman



Morgan is shown here with John Dorsey (left) and Dave Weiman (right). Photo taken in Madison, WI. June 1, 2003

The Airport is on The Table

—Youth learn aviation through ‘tabletop’ airport classes

When one of your county’s most famous sons is an astronaut, there are bound to be people within it who share great enthusiasm for space and aviation. Such is the case of the Monroe County Aviators, a southwest Wisconsin organization whose goal is to “teach and encourage kids in the field of aviation.”

Comprised mainly of pilots and aviation enthusiasts, the active group conducts tabletop airport classes at the Deke Slayton Memorial Space and Bike Museum in Sparta, Wisconsin, home of the Mercury 7 astronaut. The objectives of the class, according to the museum’s Executive Director, Kay Bender, are to teach the components of an airport and airport operations. The group uses a made-to-scale model, tabletop size, of nearby Sparta/Fort McCoy airport (KCMY) to accomplish these goals.

The airport control tower at Sparta/Fort McCoy serves both general aviation and military aircraft, where it’s not unusual to see a tiny J-3 Cub landing one minute, and a giant C-130 the next. Area youth have got to be impressed by the variety of aircraft seen landing there, and based on the large number of students who participate in the class, it must be true. Bender said that in 2003 over 300 students of all ages participated in programs held at the facility.

On a recent visit to the museum, a group of 15 home-schooled kids entered the world of flight. Jim Reisinger, a pilot for what he called “too many years” explained airport terminology to the pupils, from wind socks to airport directories, from aeronautical charts to radio frequencies. Using a handheld radio, Reisinger tuned in the local airport frequency for weather, adjusted the tiny windsock, and then departed from the proper runway, based on the wind reports they just heard. Using toy airplanes, they “flew” the appropriate airport pattern, announced their intentions, set up their airplanes for a landing on Runway 29, then taxied back to their hangars.

The students listened attentively, and when it was their turn to choose the correct runway and pattern, many were given clearance for takeoff, proving they had the “right stuff” for learning to fly.



This group of home-schooled students from the Sparta area learned much about aviation through the tabletop airport class. The ‘airport’ is shown in the foreground.

Many of the kids in the group have already flown in airplanes, but they now have a better understanding of airport procedures. 13-year old Rachel Reeck, Sparta, said, “Taking the class made flying much more clear to me. I flew on an airline once and I didn’t understand all the turns. Now I understand why airplanes do what they do, both in the air and on the ground.”



Monroe County Aviator Jim Reisinger (left) uses a NASA developed syllabus to instruct students in proper airport patterns and ground procedures.

At the conclusion of the class, enthusiasm was high. The students gathered around the airport model, discussing airplanes and testing each other on the proper traffic patterns. Barbara Hoffland, a chaperon of the pupils and a home-school teacher to her family of five, was very appreciative of the efforts of the Monroe County Aviators and museum staff. She said she and her family have attended other events at the museum, such as the Wright brothers classes in 2003. Attending that class led to a family project of building a Wright Flyer model.

“As a mother and home-school teacher,” Hoffland said, “It is so nice to have people in our community who will share their knowledge of aviation. The hands-on activities are great for our kids.”

The Monroe County Aviators hold classes at the museum on an “on demand” basis. Classes are limited to 15 students and are approximately one hour long. There is no charge for the class. Students also have the opportunity to sign up for a Young Eagles flight. Local EAA Chapter 935 provides free airplane rides to kids ages 8-17 to introduce them to the wonder of aviation.

Both the Wright brothers and Tabletop Airport classes are available at the museum throughout 2004. To schedule a class, learn more about the programs that are offered or to set up a tour, call Kay Bender at 608-269-0033.



Kay Bender (standing second from left) with some of the members of the Monroe County Aviators.

Deke Slayton Museum

—Wisconsin astronaut remembered here

At the Deke Slayton Memorial Space and Bike Museum in Sparta, Wisconsin, visitors can examine exhibits such as photos, certificates, and memorabilia that feature the accomplishments of astronaut Slayton. "Shooting for the Stars: The Life and Adventures of Deke Slayton" is a permanent exhibit at the facility. Fun and informative for the whole family, you will find that a trip to the museum is well worth your time.

Donald Kent "Deke" Slayton (1924-1993) was born and raised in Monroe County. He served in the Army Air Corps during World War II, and was a test pilot in the US Air Force. In 1959, he was chosen as one of the Mercury 7 astronauts. Slayton was inducted into the Wisconsin Aviation Hall of Fame in 1998; his plaque is on display at the museum.

According to Kay Bender, executive director, the Deke Slayton Memorial Space & Bicycle Museum is a 501(c)(3) nonprofit corporation that is dedicated to enhancing an understanding and encouraging an interest and appreciation in the career of Deke Slayton, the History of Bicycling, Wisconsin Astronauts, and the aviation history in Monroe County.

The Museum was founded in 1999 by a group of Monroe County residents who wanted to honor Deke Slayton's memory in his hometown of Sparta, and commemorate the county's rich bicycling heritage. The museum shows a progression from the earliest patented bicycles to the Wright brothers bicycle shop, the Wright Flyer and into outer space.



Donald "Deke" Slayton

This summer, plan to visit the Deke Slayton Memorial Space and Bike Museum. Kids of all ages will enjoy seeing scores of bikes on display, from the very early high wheels to Schwinn "banana-seat" bikes. Did you know John Deere made bikes? You'll see them here. A quarter scale Wright Flyer model and a hang glider suspended from the museum's ceiling will elicit lots of ohhh's and ahhh's. "The kids also get excited when spying a WWII rifle and Deke's NASA space suit, strategically placed at kid's eye level," said Kay.

For information, call Kay at the museum at 608-269-0033.

Wisconsin Rapids Balloon Rally

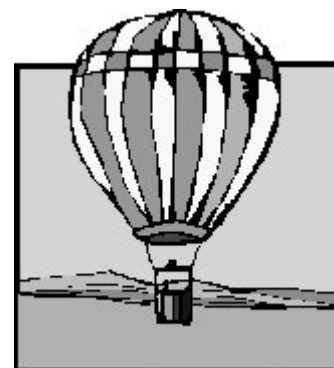
—Raising funds for kids

Join the fun at the 4th Annual Children's Miracle Network Balloon Rally - August 27, 28 & 29, 2004, at Alexander Field Airport, 3620 First Street South, Wisconsin Rapids, WI. "The event will feature about 20 hot air balloons, airplane, ultralight and helicopter rides; skydive demonstrations; live music all weekend; inflatable kid's toys; a pancake breakfast; and food, beverage and craft vendors," said Balloon Pilot, Skydiver and Rally Organizer, John Symonds.

Children's Miracle Network is a non-profit organization dedicated to helping kids by raising funds for 170 children's hospitals across North America. Each year these non-profit hospitals provide the finest care, research and community out-

reach to help millions of children with diseases and injuries of every kind.

No admission is charged to attend the balloon rally, however donations are accepted at the event. Well over \$20,000 has been donated to the Children's Miracle Network for use in central Wisconsin.



For more information, call John at 715-423-8200 or visit <http://www.cmnballoonrally.com/>

Places to Be

Wednesday, July 28—EAA AirVenture, Oshkosh, WI
The Writing is on The Wall: Chapter Communications. Workshop offers communications advice to clubs and organizations. Newsletters, press releases, websites will be covered. 5:30-6:45 p.m. Location: 05 Aircraft Shopper Online Pavilion

Thursday, July 29—EAA AirVenture, Oshkosh, WI.
Snapshots of Wisconsin Aviation History, Part II, by John and Rose Dorcey. 5:30-6:45 p.m. Location: 05 Aircraft Shopper Online Pavilion. See <http://www.airventure.org/forums/>

Wednesday, November 3, 2004—Oshkosh, WI. Wisconsin aviation history comes alive as John and Rose Dorcey share stories of Wisconsin's aviators. EAA AirVenture Museum, Vette Theatre, 6:30p.m. Enter at the museum's main entrance.

November 6, 2004—Oshkosh, WI. EAA Museum. WI Aviation Hall of Fame Induction Ceremony & Banquet and Silent Auction Fundraiser. Watch for more details.

Want to list an event? Call 608-836-9840.

Bill Reese Joins WAHF Board

—First flight with org's founder over 40 years ago

The Wisconsin Aviation Hall of Fame is pleased to announce that Bill Reese, Minocqua, has joined its board of directors. Reese's position became effective in November 2003, after Bob Wylie, Wausau, retired.

Reese's aviation interest began over 40 years ago when he took his first airplane ride with Carl Guell, founder of the Wisconsin Aviation Hall of Fame. "Carl let me fly from the right seat, and man, as a 13-year-old kid I just fell in love with flying," he said.

Reese remembers Guell as great guy who understood the importance of introducing youngsters to the joys of flight. The flight was in a Cessna 170.

Bill and his father, Staber, were also good friends of 1989 WAHF Inductee Fritz Wolf. The elder Reese was a photographer for the Wisconsin Department of Natural Resources. The three shared a love of fishing, hunting and flying.

Bill received his private certificate in 1965. He has

flown several types of aircraft such as a T-34 Beechcraft and a Cessna O-1 Birdog. He currently owns a 1947 Stinson 108-2, which he flies out of Lakeland/Nobel F Lee Memorial Field in Minocqua.

Besides flying, Bill and his wife Audrey enjoy traveling and being in the great outdoors. Bill is also involved in the Civil Air Patrol and in conservation of our natural resources.

Bill feels it is important to spread the word about the accomplishments of Wisconsin aviators. He encourages his friends and acquaintances to join the WAHF, saying, "Wisconsin has a very strong heritage in aviation. The general aviation fraternity needs to know where they came from in this great state." The WAHF board of directors agree with Bill, in fact, we couldn't have said it better!



Third Generation WAHF Website

—Updated site logging scores of visitors

With a recent upgrade, the Wisconsin Aviation Hall of Fame website is now in its third generation. You may remember when we went online with our first web presence in January 2001... it was a great first step and we learned a great deal while moving through the second generation and on to this latest version.

The original goals for the website continue today: serve as an outreach of our organization, maintain a consistent "feel" with our printed materials and provide a quality, informative site.

The new site has a cleaner, more professional look while providing more information about the organization and its varied projects. You will notice an enhanced masthead image that maintains a cloud theme. The site is quicker to load; in fact it loads more than three times faster than the previous site. Many more images have been added and will continue to be added as time permits. The images are designed to load faster and provide a larger image with a simple mouse click. The layout and navigation of the site have improved. Visitors will notice an increase in overall content.

After completing site testing (or beta testing in computer lingo) in February, the new site was uploaded in early March. The number of visitors to the site, many of them from

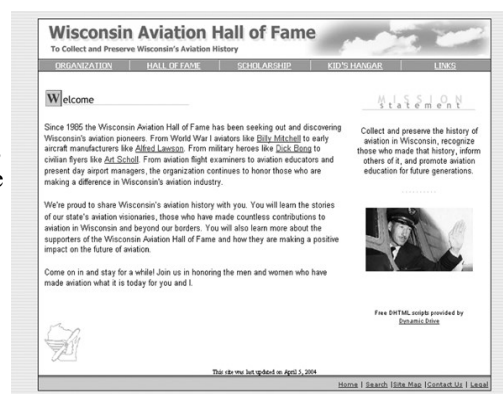
exotic locations, continues to increase. The site has experienced nearly a 30 percent increase in traffic in the last year.

You can help make this new site even better.

We are looking for news and information about our members, our organization, our inductees, and most importantly, more images. All images will be returned to you after scanning and entry into our digital archives.

The WAHF webmaster is happy to receive comments and suggestions about the web site. After your visit, click on the Contact Us button at the lower right corner of any page and then click on Webmaster.

Take a look at the site by visiting www.aviationhalloffamewisconsin.com.



Graphic shows cleaner look of the updated website.

Call for Nominations

The Wisconsin Aviation Hall of Fame reminds our readers that now is the time to decide who you would like to see inducted into the Hall of Fame. Our inductees have varied backgrounds, from astronauts to instructors, from fighter pilots to civilian flyers to aviation entrepreneurs. Think about those who have made a difference in your aviation career and then nominate that person(s) for induction. Nomination forms are available on our website, or contact a board member for more information.



FORWARD IN AVIATION
WISCONSIN AVIATION HALL OF FAME
8550 GREENWAY BLVD - SUITE 405
MIDDLETON WI 53562-4724

Preserving Wisconsin's Aviation History

Welcome New WAHF Members:

Ray Gausmann	Howard Goebel	Donald Gunderson
Evelyn Gunderson	Randy Gustafson	Rev. Robert Huggins
Stephen Huggins	Ruth Johnson	Dave Ladick
Noel Marshall	Betty J Hedgecock	Peter J Jacoby II
Richard Morey	Sharon Morey	Catherine Murray
Pat O'Malley	Jeffrey Reabe Family	Ronald G Scott
John Stack	Don Volland	Dr. Ken Wahlmeyer
Bob Warner	Dr. Randal Wojiechoski	Deke Slayton Museum

Thanks for coming on board. We look forward to seeing you at a WAHF event soon!

Thanks to the East Troy Airport Library Tape Group for the invitation to share aviation history and flying safety tips. What a terrific turnout! We saw many good friends and had a wonderful time. Thanks also to the **Middleton, WI Optimist Club** for inviting WAHF to an early morning meeting to share more aviation history.

The second annual WAHF Silent Auction will be held during the Investiture Ceremony and Banquet in Oshkosh on November 6 to raise funds for our scholarship program. Last year's event was an overwhelming success... over \$2000 was raised in just over an hour. Our success was made possible by the many generous business people who donated cash and merchandise for the event. **To make a donation for this year's event**, please contact Rose Dorcey at the phone number or e-mail address to the right.

Congratulations to WAHF Member Tom Voelker on earning his commercial rating.

Next Issue...September 2004. Details on the 2004 WAHF Investiture Ceremony and Banquet; Member Spotlights and more! Newsletter deadline is August 15.

**Wisconsin Aviation
Hall of Fame
Officers and Board of Directors**

Rose Dorcey, President

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www.aviationhalloffamewisconsin.com
flyer@aviationhalloffamewisconsin.com